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A. FOLG IS PROPOSED PROJ HQ DIRECTIVE 50-1055-4, SUBJECT: ABORT CRITERIA FOR IDEALIST OPERATIONAL MISSIONS.

1. PURPOSE: TO ESTABLISH ABORT CRITERIA AND TO PROVIDE GUIDANCE FOR MISSION PILOTS AND OTHER PERSONNEL WHO MUST DECIDE WHETHER OR NOT AN OPERATIONAL MISSION SHOULD BE ABORTED.

2. RESPONSIBILITY: DETACHMENT COMMANDERS WILL INSURE THAT SUPERVISORY PERSONNEL CONCERNED WITH CONTROL OF AN OPERATIONAL MISSION ARE THOROUGHLY FAMILIAR WITH THE PROVISIONS OF THIS DIRECTIVE.

3. DEFINITIONS:

A. EMERGENCY ABORT - A MISSION ABORT OCCASIONED BY AN AIRCRAFT MALFUNCTION WHICH AFFECTS SAFETY OF FLIGHT AND WHICH DICTATES THAT THE AIRCRAFT EXIT DENIED TERRITORY AS QUICKLY AS POSSIBLE.

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B. PRESS-ON POINT - THAT POINT ON THE PLANNED ROUTE, BEYOND WHICH IT IS ADVISABLE THAT THE MISSION AIRCRAFT CONTINUE ALONG THE PLANNED ROUTE. POSITION OF THIS POINT IS DEPENDENT UPON DISTANCE TO THE BRIEFED LANDING BASE, HOSTILE THREAT TO THE MISSION AIRCRAFT, PROXIMITY OF THE ROUTE TO THE BORDER OF DENIED TERRITORY AND CAN ALSO VARY WITH THE TYPE OF MALFUNCTION ENCOUNTERED.

C. APPROACH PHASE - THAT PORTION OF THE MISSION FROM TAKE-OFF TO THE POINT OF PENETRATION OF DENIED TERRITORY.

D. PENETRATION PHASE - THAT PORTION OF THE MISSION FROM POINT OF ENTRY OF DENIED TERRITORY TO THE PRESS-ON POINT.

E. WITHDRAWAL PHASE - THAT PORTION OF THE MISSION FROM THE PRESS-ON POINT TO THE BRIEFED LANDING BASE.

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4. GENERAL:

A. MISSION ROUTES ARE PLANNED SO AS TO COLLECT THE MAXIMUM AMOUNT OF INTELLIGENCE DATA WITH THE MINIMUM THREAT TO SAFETY OF THE MISSION AIRCRAFT. AFTER THE ROUTE IS PLANNED, LATEST PHOTOGRAPHY OF THE AREA WITHIN THIRTY NAUTICAL MILES OF THE ROUTE IS CAREFULLY SEARCHED FOR SURFACE-TO-AIR MISSILE SITES NOT PREVIOUSLY DETECTED. ALTHOUGH THIS SEARCH CANNOT GUARANTEE THAT THE ROUTE IS FREE OF SAM SITES, IT DOES PROVIDE SOME ASSURANCE THAT FLYING ALONG THE PLANNED ROUTE IS SAFER THAN FLYING IN AN AREA THAT HAS NOT BEEN SEARCHED.

B. SOME MALFUNCTIONS OF AIRCRAFT EQUIPMENT AFFECT SAFETY OF FLIGHT AND MAKE IT MANDATORY THAT THE MISSION BE ABORTED IMMEDIATELY. OTHER MALFUNCTIONS, WHICH DO NOT AFFECT SAFETY OF FLIGHT, BUT COULD AFFECT THE SUCCESS OF THE MISSION, ARE ALSO MANDATORY CAUSES FOR ABORT DURING THE APPROACH PHASE OF THE MISSION.

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C. AFTER THE AIRCRAFT HAS PENETRATED DENIED TERRITORY SO MANY VARIABLES CAN BE PRESENT IN AN ABORT SITUATION THAT SPECIFIC INSTRUCTIONS, WHICH WILL COVER EACH INDIVIDUAL CASE, CANNOT BE FORMULATED. UNLESS THE MALFUNCTION DICTATES AN EMERGENCY ABORT, THE DECISION TO ABORT MUST BE MADE BY THE MISSION PILOT AND THE DETACHMENT COMMANDER, BASED ON THE CIRCUMSTANCES EXISTING AT THE TIME AND ON THE GUIDANCE OUTLINED BELOW.

D. ON AN INDIVIDUAL MISSION BASIS, PROJECT HEADQUARTERS WILL DELETE CERTAIN ITEMS OF EQUIPMENT FROM THE LIST OF MANDATORY CAUSES FOR ABORT, BUT ONLY WHEN THEIR FAILURE TO OPERATE PROPERLY WILL NOT AFFECT THE SAFETY OF THE MISSION AIRCRAFT.

5. ABORT CRITERIA:

A. EMERGENCY ABORT: FAILURE OR MALFUNCTION OF ANY OF THE FOLLOWING, DURING ANY PHASE OF THE MISSION IS

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CONSIDERED MANDATORY CAUSE FOR AN EMERGENCY ABORT. THE AIRCRAFT WILL EXIT DENIED TERRITORY VIA THE MOST DIRECT, SAFE ROUTE AND PROCEED EITHER TO THE BRIEFED LANDING BASE OR NEAREST FRIENDLY LANDING BASE, DEPENDENT UPON FUEL REMAINING AND THE ABILITY OF THE PILOT TO CONTROL THE EMERGENCY.

(1) AUTOPILOT.

(2) ENGINE ROUGHNESS OR FLAMEOUT.

(3) OXYGEN SYSTEM.

(4) DC GENERATOR.

(5) BOTH PRIMARY INVERTERS.

(6) OIL PRESSURE OR TEMPERATURE.

(7) FUEL PRESSURE OR UNCONTROLLABLE UNEVEN FUEL FEEDING.

(8) HYDRAULIC PRESSURE.

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B. APPROACH PHASE: DURING THE APPROACH PHASE, THE FAILURE OR MALFUNCTION OF ONE OR MORE OF THE FOLLOWING IS MANDATORY CAUSE FOR ABORT OF THE MISSION:

(1) AUTOPILOT.

(2) ENGINE ROUGHNESS OR FLAMEOUT.

(3) OXYGEN SYSTEM.

(4) DC GENERATOR.

(5) BOTH PRIMARY INVERTERS.

(6) OIL PRESSURE OR TEMPERATURE.

(7) FUEL PRESSURE OR UNCONTROLLABLE UNEVEN FEEDING.

(8) HYDRAULIC PRESSURE.

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(14) SINGLE SIDEBAND RADIO.

(15) PRIMARY CAMERA.

(16) AC GENERATOR .

(17) COCKPIT OR EQUIPMENT BAY PRESSURIZATION.

(18) ANY OTHER MALFUNCTION, EITHER SINGLY OR IN COMBINATION, THAT COULD AFFECT THE SAFETY OF THE MISSION.

C. PENETRATION PHASE: DURING THE PENETRATION PHASE OF THE MISSION, FAILURE OR MALFUNCTION OF ONE OR MORE OF THE FOLLOWING IS CAUSE FOR ABORT OF THE MISSION. UNLESS THE MALFUNCTION IS SERIOUS ENOUGH TO WARRANT AN EMERGENCY ABORT, PILOT SHOULD REVERSE TRACK, EXIT DENIED TERRITORY VIA THE POINT OF PENETRATION AND THEN PROCEED EITHER TO THE TAKE-OFF BASE OR BRIEFED LANDING BASE VIA THE MOST DIRECT, SAFE ROUTE DEPENDENT UPON FUEL REMAINING:

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(1) AUTOPILOT.

(2) ENGINE ROUGHNESS OR FLAMEOUT.

(3) OXYGEN SYSTEM.

(4) DC GENERATOR.

(5) BOTH PRIMARY INVERTERS.

(6) OIL PRESSURE OR TEMPERATURE.

(7) FUEL PRESSURE OR UNCONTROLLABLE UNEVEN FUEL FEEDING.

(8) HYDRAULIC PRESSURE.

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(13) SINGLE SIDEBAND RADIO.

(14) PRIMARY CAMERA.

(15) COCKPIT OR EQUIPMENT BAY PRESSURIZATION.

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(16) ANY OTHER MALFUNCTION, EITHER SINGLY OR IN COMBINATION, THAT COULD JEOPARDIZE SAFETY OF THE MISSION AIRCRAFT.

D. WITHDRAWAL PHASE: AFTER PASSING THE PRESS-ON POINT, THE MISSION AIRCRAFT SHOULD CONTINUE ALONG THE PLANNED ROUTE UNLESS AN EMERGENCY ABORT SITUATION [redacted] IS ENCOUNTERED.

B. REQUEST YOUR COMMENTS.

END OF MESSAGE

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